

Fuel Oil Non-Availability Report
North American Emissions Control Area
(NA-ECA)

規定燃油使用不可報告
北アメリカ排出規制地域
(NA-ECA)

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

“(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”

Vessel's Name: Kotoshiro Maru No.8
Vessel's Flag: Japan
Identification Number: 9189029
(IMO or other)

Voyage Plan

(Note: This plan should reflect what is in effect at the time of the vessel's entry into the North American ECA)

Port of Origin: Miura-shi, Kanagawa, Japan
Port of Destination: Honolulu
First U.S. Port of Arrival: Honolulu

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. **Port of Origin:** Miura-shi, Kanagawa, Japan
- 2nd **Port Visit:** Majuro, Marshall Islands
- 3rd **Port Visit:**
- 4th **Port Visit:**
- 5th **Port Visit:**
- 6th **Port Visit:**
- 7th **Port Visit:**
- 8th **Port Visit:**
- 9th **Port Visit:**
- 10th **Port Visit:**

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:	Jan. 28, 2015 1415LT
Location of Vessel when notice was received it would transit the NA-ECA:	02-20S 155-50W
Date and Time vessel is expected to enter the NA-ECA:	Feb. 01, 2015 1300LT
Date and Time vessel is expected to exit the NA-ECA:	Feb. 05, 2015 0800LT
Projected number of days the main propulsion engines will be operated in the NA-ECA:	5 days
Sulfur Content of Fuel Oil used when entering the NA-ECA:	0.73%
Sulfur Content of Fuel Oil used while operating in the NA-ECA:	0.73%

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "intended voyage," fuel oil supply disruptions at port; etc.

Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and the dates on which the contact was made.

Enter Text Here:

Due to emergency crew transportation for the medical examination, there was no time for the vessel to bunker compliant fuel oils. The vessel is estimated to take the shortest course / time to reach the Honolulu port, and exit from NA-ECA immediately after.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel oil.

Enter Text Here:

Nil

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends.

Enter Text Here:

Nil

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends.

Enter Text Here:

Nil

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here:

No bunkering scheduled.

The vessel will exit NA-ECA immediately after the disembarkation of crew member at Honolulu.

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United States.

Enter Text Here:

No bunkering scheduled.

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil.

Enter Text Here:

Nil

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the previous 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here:

Nil

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, and any related parent companies. Also include a designated corporate official who is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here:

Norko Marine Agency, Inc.

Add.: 791 N.Nimitz HWY. Pier 33 Honolulu 96817 HAWAII

Tel: (1)808-536-4568

FAX: (1)808-536-4866

PIC: Norman Cheu

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable only if the report is signed by an authorized representative of your company and contains the following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Signed:



Authorized Company Representative

This completed and signed report should be sent to:

1. In the United States by email to: marine-eca@epa.gov
2. To the vessel's Flag State Administrator